

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Rt. 1 and Ashcake Road Intersection (Existing CVTA Project)	Ashland	Highway	The Route 1 and Ashcake Road Intersection project includes sidewalk and signal improvements that tie to the adjacent VDOT projects along Route 1 (Washington Hwy) and Route 657 (Ashcake Road). The project proposes high visibility crosswalks, ADA curb ramps, and pedestrian signals for each leg and a signal modification .	\$ 1,375,026	
Rt. 1 Ashcake to SCL	Ashland	Highway	The Route 1 widening improvements will widen Route 1 south of Ashcake Road to continue the improvements on Route 1 north of Ashcake Road (VDOT UPC 112042). The improvements include providing curb and gutter and sidewalk on both sides of the roadway, grass median, turn lanes, and access management improvements. The improvements include storm sewer and stormwater management basin construction.	\$ 3,993,600	•
Powwhite Parkway Extension (Woolridge Rd - Genito Rd)	Chesterfield	Highway	The Powwhite Parkway Extension (Woolridge Road – Genito Road) project involves construction of a two-lane road with shared use path on new alignment. The project will include grading for a future four-lane road.  This project is Phase II of the Powwhite Parkway Extension: critical transportation infrastructure necessary to support growth in western Chesterfield and the 1,000-acre Upper Magnolia Manufacturing and Technology Park. Upper Mag is currently being groomed as a Business Ready Site with VEDP. Chesterfield has committed \$200 M in local funds for Phase I of the Powwhite Parkway (Charter Colony Parkway – Woolridge Road Ext.) Extension. An additional \$180 M in local funds has been or being used for other area road improvements that support Upper Mag.	\$ 30,000,000	
Powwhite Parkway Extension (Woolridge Rd - Rt 360) - PE ONLY	Chesterfield	Preliminary Engineering (PE)	Conduct preliminary engineering for new four lane road: Powwhite Parkway Extension from Woolridge Road to Route 360.  The Powwhite Parkway Extension will provide critical transportation infrastructure necessary to support growth in western Chesterfield and the 1,000-acre Upper Magnolia Manufacturing and Technology Park. Upper Mag is currently being groomed as a Business Ready Site with VEDP. Chesterfield has committed \$200 M in local funds for Phase I of the Powwhite Parkway (Charter Colony Parkway – Woolridge Road Ext.) Extension. An additional \$180 M in local funds has been or being used for other area road improvements that support Upper Mag.	\$ 10,000,000	
Route 288 Southbound Hard Shoulder Running Lane (Existing CVTA Project)	Goochland	Highway	Install a Hard Shoulder Running Lane, or a Part Time Shoulder Use Lane, along Southbound Route 288 from West Creek Pkwy to Huguenot Trail (Route 711)	\$ 5,000,000	•

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US33/ Mountain Road Widening	Hanover	Highway	This project will widen US 33/Mountain Road from 2 to 4 lanes, from the 4 lane section (just north of the Henrico county border) to Route 660 Winn Church Road. This application will also include any improvements needed at the intersection of US 33 & Winn Church Road along with any necessary roadway improvements north of Winn Church Road to taper the widening project back down to 2 lanes.	\$ 20,000,000	
Fall Line Trail - Longdale Trail (Existing CVTA Project)	Henrico	Bike/Ped	The Longdale section of the Fall Line Trail will construct 3.2 miles of a 12-foot-wide asphalt multi-use trail from the intersection of Parham Road and Cleveland Street to the new Woodman Road Extension. This work will be a part of The Fall Line Trail, a 43-mile north-south paved trail that will connect Ashland to Petersburg. Additional design features for the Longdale Phase may include pedestrian accommodations at the intersections of Cleveland Street with Hungary Road and Parham Road, major trailheads with parking at the corner of Cleveland Street and Athens Road and the Longdale Recreation Center, as well as multiple minor trailheads and community connector trails throughout the trail alignment.	\$ 6,000,000	•
I-95 and Parham Rd Interchange Improvements	Henrico	Highway	This project will reconfigure the I-95 at Parham Road full cloverleaf interchange to a diverging diamond interchange to create a safer and more efficient interchange. These improvements are intended to accommodate the additional future traffic that will be generated from developments and overall growth in the area, which will potentially cause the existing interchange to be overcapacity causing even more safety issues. It will also include a separate pedestrian bridge for a shared use path across I-95 providing pedestrian and bicycle connectivity between the east and west sides of I-95. The project will additionally look at possible geometric deficiencies and bridge height improvements.	\$ 4,600,000	•
I-95 Bryan Park Interchange and Hermitage Rd Realignment	Henrico	Highway	The I-95 Bryan Park Interchange and Hermitage Road Realignment would address safety and operational deficiencies within the I-95, I-64, and I-195 interchange and Exit 80 for Hermitage Road. An additional lane would be added from the on-ramp from I-64/I95 to I-95N and be continued for approximately 2,500 feet until merging back to the typical 3-lane I-95 section. The Hermitage Road Exit 80 off-ramp from I-95N would be closed and the Hermitage Road bridge would be replaced to allow for the additional lane on I-95N to fit under the bridge with standard lane and shoulder widths.	\$ 10,000,000	•

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Woodman Road Improvements (Existing CVTA Project)	Henrico	Highway	The Woodman Road Improvements project consist of 1.75 miles of improvements to Woodman Road. The proposed roadway will consist of a four-lane typical section between Hungary Road and Mountain Road. Furthermore, there will be turn lane improvements (new southbound right-turn lane and left-turn lane extensions at Mountain Road/ Woodman Road Intersection). The improvements will include a shared use path and sidewalk along the corridor and will minimize property impacts to the maximum extent possible. Pedestrian crossings with push buttons and count down timers will be provided at each signalized intersection.	\$ 10,000,000	•
Beulah Road Relocation	Henrico	Multimodal	Beulah Road impedes VA Army National Gaurd (VAARNG) aircraft operations by blocking aircraft taxiway access to Richmond International Airport. The proposed Beulah Road Closure & Relocation would reroute traffic away from the Sandston Readiness Center, thus allowing the VAARNG direct access to Richmond International Airport for their mission (aircraft operations).	\$ 9,150,000	
Fulton Yard Layover Facility	Henrico	Multimodal	<p>The Fulton Yard Layover Facility project will provide an overnight storage and servicing yard in the Richmond metropolitan area. This facility is necessary to support growth in passenger rail service between Richmond and Washington, D.C. from one daily round trip up to five daily round trips serving Richmond Main Street and Staples Mill Station with connections to the Northeast. It will also improve on-time performance and mitigate train congestion in the Richmond region by reducing existing deadhead movements for Amtrak trains through Acca Yard between Richmond Staples Mill Station and Richmond Main Street Station. The Fulton Yard Layover Facility Project will eliminate the deadhead movements of existing and future planned Amtrak trains through Acca Yard and accommodate Amtrak's new Airo trainsets at the new facility.</p> <p>The project is located adjacent to CSX's Fulton Yard, located on the Peninsula Subdivision of CSX between milepost (MP) CA 83 and MP CA 84 in Henrico County. The project includes design and construction of three storage tracks, one maintenance platform, a service pit covered by a canopy, upgrades to the existing railroad signal system for entering and exiting the site, roadway improvements for access into the facility, a parking lot for staff, and a site building for equipment storage and staff facilities.</p>	\$ 15,000,000	

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Pulse BRT Western Extension - Stations	Henrico	Transit	<p>This project includes the construction of the extension of GRTC's Pulse Bus Rapid Transit route from its current western terminus at Willow Lawn to the intersection of Parham Road and West Broad Street. It will include approximately four (4) miles of bus lanes shared with right-turning traffic and traffic signal modifications at fifteen (15) intersections. This project will construct thirteen (13) BRT station platforms with level boarding along West Broad Street, including a new westbound station at Willow Lawn and six (6) station pairs near Libbie Avenue, Horsepen Road/Falmouth Street, Forest Avenue/Dickens Road, Glenside Drive, Hungary Spring Road, and Parham Road.</p> <p>This funding request is specifically for the construction of 13 stations.</p>	\$ 15,000,000	•
I64 Exit 211 Diverging Diamond Interchange Project (Existing CVTA Project)	New Kent	Highway	<p>The proposed interchange configuration consists of constructing a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. New signals will be placed along Route 106 and the I-64 ramp intersections. A shared use path will be constructed generally along the west side Route 106 for the length of the project. Additional capacity will be added along Route 106 to tie into the new bridge, taking the roadway from a three-lane undivided roadway to a four-lane divided roadway. New access will be provided to the planned Buc-ees from the westbound off-ramp.</p>	\$ 10,000,000	•
Route 249 Dispatch Road Roundabout	New Kent	Highway	<p>Construct a multi-lane roundabout at Route 249 (New Kent Highway) and Rt 613 (Dispatch Road) with sidewalks in the NW and SE quadrants of the roundabout. The improvements are aimed at achieving operational efficiencies and improving safety at the existing unsignalized intersection. The improvements will include the addition of an auxiliary lane in the EB direction to improve operations based on anticipated growth in the corridor. The roundabout will realign the off-set intersection and existing residential and commercial entrances, providing increased safety.</p>	\$ 3,380,411	•
H Fall Line Trail Walmsley Boulevard to Bellemeade Road (Segment 4A) (Existing CVTA Project)	Richmond	Bike/Ped	<p>This existing 2.1 mile Fall Line Trail project (UPC 119598) will provide multimodal transportation improvements along US Route 1 between Walmsley Boulevard to Bellemeade Road, including a shared-use path, curb and gutter, crossing improvements, signal modifications, transit stop improvements, and other streetscape amenities, following the preferred corridor as identified in VDOT's Ashland to Petersburg trail study.</p>	\$ 18,000,000	

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F Mayo Bridge Replacement (Existing CVTA Project)	Richmond	Bridge	The existing 112 year old Mayo Bridge over James River (US Route 360) is listed in the State of Good Repair program list as in "Poor" condition. The bridge provides a vital regional connection as well as urban commercial and recreational centers in the City of Richmond. The proposed project would replace the existing Mayo Bridge with a new 66-foot bridge, consisting of travel lanes, pedestrian walkways and dedicated bike lanes.	\$ 25,000,000	
G Arthur Ashe Boulevard Bridge	Richmond	Bridge	The existing Arthur Ashe Boulevard bridge over CSX tracks is over 75 years old and the State of Good Repair program lists the existing bridge as in "Poor" condition. The bridge provides a vital connection between regional transportation systems including I-95 and I-64 and urban and commercial centers in the City of Richmond. The proposed project is for the design and construction of the bridge replacement, which will be raised to meet standard vertical clearances and span two existing CSX railway lines and two proposed tracks (one for high-speed passenger rail and the other for a freight line). This bridge includes space for people who walk, roll, and bike.	\$ 13,000,000	•
D Shockoe Valley Streets Improvements	Richmond	Highway	This project will improve multimodal safety and operations in the Shockoe Valley area off I-95 Exit 74C where Oliver Hill Way connects to Broad Street, facilitating connectivity to the urban and commercial center of Downtown Richmond. The project includes converting Oliver Hill Way and 18th Street from one-way streets to two-way streets to improve connectivity. Roundabouts at the intersections of Oliver Hill Way and Venable Street, 18th Street and Venable Street, Mosby Street and Venable Street, and Mosby Street/East Leigh Street/O Street will improve multimodal safety and operations by reducing the number of intersection conflict points and potential for right-angle and head-on crashes, promoting safer driver speeds, and improving safe access to services for all users regardless of age or ability. The project also provides turn lanes on Broad Street at the Oliver Hill Way intersection. Safe access for people who walk, roll, and bike will be improved with upgraded bicycle and pedestrian connections throughout the project. The project also adds complete streetscape enhancements including lighting and landscaping.	\$ 17,000,000	

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Diamond District Development - <b>OFF-CYCLE REQUEST</b>	Richmond	Highway	The Diamond District Transportation Infrastructure Project – Phase 1A will deliver critical roadway, intersection, and pedestrian enhancements that support the transformation of a 67-acre underutilized area into a vibrant, mixed-use district anchored by the new 10,000-person capacity CarMax Park minor league baseball stadium, between Hermitage and Arthur Ashe Boulevard. Includes construction of new mixed-use neighborhood collector streets, including “Road A” (~920 linear feet), “Road B” (~1,220 LF), “Road C” (~620 LF), and “Road J” (~1,370 LF) and new signalized intersections where new collector “Road J” meets existing arterials Arthur Ashe Boulevard and Hermitage Road	\$ 12,961,885	
E Hull Street Phase II (Existing CVTA Project)	Richmond	Highway	This project will improve the typical section of Hull Street along the 0.5 mile stretch between Chippenham Parkway and Hey Road by providing a raised median, dedicated turn lanes, a 10’ shared-use path with 9’ buffer along the north side of the corridor, and a 5’ sidewalk with 7’ buffer along the south side of the corridor. The project will further improve multimodal safety and operations by providing safe access and crossing improvements for people that walk, bike, and ride transit at two intersections and three transit stops as well as eliminate vehicle conflict points. Hull Street is on the high injury street network and adjacent to River City Middle School.	\$ 8,000,000	
A Belt Boulevard Transit Streetscape	Richmond	Transit	This project will provide two new bus rapid transit (BRT) dedicated transit-only lanes along E. Belt Boulevard (Route 161) between Midlothian Turnpike and Hull Street Road. The proposed BRT lanes will serve the proposed GRTC Pulse North-South Bus Rapid Transit (BRT) route, an approximately 24-mile planned BRT system running from Magnolia Ridge Drive on US Route 1 in Henrico County, continuing through Downtown Richmond, crossing the Manchester Bridge, and terminating at Walmart Way on US Route 60 in Chesterfield County. This project also enhances the Belt Boulevard streetscape along the BRT route by providing a raised median and eliminating redundant entrances for improved access management and multimodal operations, and by providing a 10’ shared use path with 4’ buffer along the south side of the corridor and a 5’ sidewalk with 4’ buffer along the north side of the corridor for improved safe access for people of all ages and abilities who walk, roll, bike, or use high frequency transit. Additionally, the project will install a Pedestrian Hybrid Beacon (PHB) with ADA accessible ramps, and bike, pedestrian, and transit access improvements at eight transit stops.	\$ 2,000,000	•

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Downtown Transit Hub with Clay Street Reconnection (Existing CVTA Project)	Richmond	Transit	This project aims to significantly enhance Richmond's transportation infrastructure by constructing GRTC's (Greater Richmond Transit Company) permanent Downtown Transfer Center and creating a five-block multimodal connection along East Clay Street. The restored E. Clay Street corridor will offer seamless multimodal access directly linked to the Downtown Transfer Center, which will serve as a hub for regional transit transfers, including the expanded Pulse BRT service into Henrico and Chesterfield Counties. These improvements will enhance accessibility and connectivity for pedestrians, cyclists, and transit riders between the city's urban core and GRTC's regional network.	\$ 107,000,000	